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# Hongkong Daily Press.

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[a1342]

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[a39]

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Hongkong, 5th September, 1905. [a36]

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Hongkong, 24th July, 1905. [a1729]

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Hongkong, 31st October, 1902. [a4]

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Hongkong, 7th October, 1904. [94]

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CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
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all Sizes, Nov. 10 to 1888. AIR GUNS and  
AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong 23th November, 1902. [100]



## CONCERT AT THE SEAMEN'S INSTITUTE, KOWLOON.

(CONTINUED.)

Last evening a very fine concert was given in the above named Institute. Miss A. Guy and friends, assisted by the Kowloon Dock Orchestra, rendered a very good programme. The people of Kowloon and Hongkong must have expected something good, for the hall was packed, people even taking up standing room on the landings and veranda. The concert opened with a rendering of "Fairy's Wedding" by the Orchestra; this was well executed, the audience applauding loudly. Next, a song "Pansy Faces" by J. Wittich, which was well received. This was followed by a harp solo "To the Front" by R. Lapsley; this piece was well executed in spite of the fact that the performer had to stop to tune up owing to the keys of the harp slipping. Then there was a song, "The Skipper" by Mr. J. Goss. This gentleman has a very fine bass voice and rendered his song in fine style, the audience being very appreciative. The next item was a piano solo by the Misses Stewart and Parker, and considering the fact that the piano was not all that could be desired, these young ladies acquitted themselves admirably. Followed now the song "Is your Mother in, Mollie Malone?" by Mr. J. J. Sibbitt. Mr. Sibbitt is a well-known figure at concerts; he sang his song splendidly, and the audience applauded loudly. Next item was a flute solo by Mr. C. D. Silas. This gentleman's playing is so well known to the residents of Hongkong that it would be superfluous to comment upon it. It was followed by the song "Coo" (from the Country Girl) by Miss G. Lambert; the audience were very partial to this song and demanded an encore. Although it was recognised that there were to be no encores owing to the length of the programme, this young lady again sang "Under the Deodar" and was again well rewarded by the appreciation of the audience. A pianoforte selection by Miss A. Graham showed that this talented young lady is quite an acquisition to the Colony. Next was a song, "There ain't another Daddy in the World like Mine," by Mr. Crawford, the audience joining in the chorus heartily. Following this came a "Nautical Medley" by the Orchestra and after it a song "Loch Lomond" by Miss A. Guy. This little lady has a remarkably sweet voice and rendered her song beautifully, in fact it was considered the chef d'œuvre of the evening. After a piccolo solo by Mr. C. D. Silas, which was very well executed, came the song "Queen of the Earth" by Mr. Ramsay. Some little amusement was caused by the singer losing his place on the music sheet and not being able to find it for some moments. The next item was a song "I can't tell why I love you, but I do" by Mr. R. Wittich, who was assisted admirably by the audience. This was followed by the song "Nancy Lee" by Mr. J. Goss, sung in his usual fine style. The chorus was lustily sung by the sailor element of the audience. The singing of "God Save the King" brought a very enjoyable evening to a close. The Dock Orchestra was composed as follows:—Piano, Miss M. Stewart; Violin (1) Mr. J. J. Sibbitt, Violin (2) Mr. Brooks and Mr. Stewart; Cello, Mr. Taylor; Flutes, Mr. Duncan and Mr. Silas; Piccolo, Mr. Lapsley; Accompanists, Misses Graham, Stewart and Guy.

## A PORTUGUESE WRECK ON NAN-TOHEOU.

From a private source we have been able to glean a few detailed details concerning the stranding of the steamer *Hoi Ching*, a small steamer running between Hongkong, Macao and Kwanchaywan, during the typhoon of the 30th and 31st ultimo. The *Hoi Ching* flew the Portuguese flag and was under the command of Captain Chagas, late of the Harbour Office of this Colony. When the accident happened she was near the Island of Nan Toheou, and was caught by the full force of the typhoon which broke her shaft. This accident rendered the steamer helpless and she was tossed about by the heavy waves and would have foundered with all hands had she not been navigated in a seamanlike manner. Captain Chagas, with a good deal of judgment, managed in good time to beach her on one of the shores of the Island. The captain, his crew and passengers suffered immensely, and some of the crew and passengers cried like children with fear while the storm was at its height. Two were drowned. The *Hoi Ching* is still ashore in the same place and Captain Chagas is also there, as he is unable to leave his vessel, suffering privations through want of proper food. He is subsisting on black rice, treacle and sweet potatoes. We understand that part of the crew including the engineer have arrived here to obtain assistance for refloating and repairing the vessel.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Ipson* left Kobe via Nagasaki and Shanghai on Sunday, the 17th inst., p.m., and may be expected here on Tuesday, the 26th inst., a.m.  
The I.G.M. str. *Preussen*, which left here on Wednesday at noon, arrived at Singapore on Monday at 8 a.m.  
The Indo-China str. *Katanga* left Calcutta for this port via the Straits on the 17th inst., and may be expected here on the 2nd Oct.  
The H.A.L. str. *Borussia*, from Hamburg, left Singapore for this port on the 18th inst., p.m., and may be expected here on the 24th inst., at daylight.

## SUPREME COURT.

Tuesday, 19th September.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

THE MAN LI WO KEE T. KUI WO.

The plaintiff claimed from the defendant the sum of \$205.47 balance due for work done, particulars whereof had been supplied.

Mr. Otto Keng Sing appeared for the plaintiff.

The defendant did not appear, but the Court Interpreter informed his Lordship that he had paid \$130 odd into court, the amount he admitted owing the plaintiff.

His Lordship decided to go on with the case, which Wong Lai Koo was called to prove. Judgment was given for the plaintiff with costs.

THE WING CHEUNG LIT. TANG KING TRON AND ANOTHER.

This was a claim by the plaintiffs from the defendants, as partners in the Ching Wo Bakery, late of No. 5 Peel Street, for the sum of \$711.60 balance due by the said bakery to the plaintiffs on an account stated between them; in the alternative the plaintiffs claimed the like sum for the balance of the price of goods bargained and sold by the plaintiffs to the said Ching Wo Bakery.

Mr. R. Harding (of Messrs. Ewens, Harston and Harding) appeared for the plaintiffs, and Mr. C. F. Dixon (of Mr. J. Hastings's office) represented the defendants.

Mr. Dixon applied to his Lordship for a postponement of the trial. He had written to the plaintiffs' solicitor about a fortnight ago for particulars of the account as alleged on the statement of claim, and it was only last Friday that the particulars had been supplied him. He had seen his clients, but they had not had an opportunity of going into the account, which was of a rather complicated nature. Until they had gone into it they were not in a position to defend this action.

His Lordship—May I look at the account? Mr. Harding—Yes, my Lord. It is a very simple account, and particulars were furnished on Friday.

Mr. Dixon—The claim is for goods sold and delivered. The account seems to be made up of a series of gambling speculations between the defendants and the plaintiffs.

Mr. Harding—My friend is wrong. The claim is not for goods sold and delivered, but for goods bargained and sold.

His Lordship—Bargained and sold, I don't know what that means.

Mr. Dixon—Will your Lordship grant my application?

His Lordship—Why?

Mr. Dixon—Because particulars of the account were not furnished until Friday.

His Lordship—And this is Tuesday.

Mr. Dixon—Yes, but Saturday afternoon and Sunday were holidays.

His Lordship—But you can work on Saturdays. I work on Sunday, and on the last Sabbath read all my criminal sessions evidence.

Mr. Dixon—I saw my friend yesterday and he declined to permit an adjournment.

His Lordship—What is your objection to going on?

Mr. Dixon—My client has not yet had an opportunity of going into this account. He does not even admit that he has paid the amount credited him.

His Lordship—The case must go on. The defendant has had heaps of time to see the account. Besides, it is getting very close to the vacation.

After hearing the evidence his Lordship gave judgment for the first defendant, who had retired from the partnership, with costs, and judgment against the second defendant with costs.

## POLICE COURT.

Tuesday, 19th September.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

OBSTRUCTING BANK WHARF.

The masters of the steam launches *Chuen Woo*, *Shin Wo*, and *Sea Serpent* were summoned for obstructing the steps at Bank Wharf, being a public landing place. They were each fined \$5.

A STEAMER THIEF.

A coolie, with the record of previous convictions against him for previous thefts, was convicted of stealing two umbrellas from the s.s. *Kong Chaw*. Defendant was seen by the watchman leaving the steamer with two umbrellas, and thinking it strange that one man should have two umbrellas, he had him arrested. Sentence of six weeks' hard labour and six hours' stocks was passed.

LARCENY.

For stealing four heap bags and two jackets respectively, two coolies were each sentenced to three weeks' hard labour and six hours' stocks.

A DOUBLE CHARGE.

Two coolies were charged with removing sand from Hongkong Bay, but as they refused to give particulars and as the truck with which they removed the sand was also reported to have been stolen they were sent back to the Water Police Station in charge of Lance-Sergeant. Wells in order that they might be charged with the second offence.

SEAMEN'S GRIEVANCES.

Four seamen of the sailing ship *Combermere* were summoned by the steward for assault on Monday night.

Complainant alleged that the men struck him because he did not give them sufficient food, and some of them jumped on his chest.

The third defendant asserted that the complainant rushed at him with a long knife but the second defendant interfered.

His Worship fined defendant \$10.

The second mate said he witnessed a struggle between the second defendant and complainant. Defendants said they did not get enough food.

His Worship advised them to see the Harbour master.

Witness added that he never heard of that complaint before yesterday morning.

Defendants were each bound over in \$100 for six months.

A CHINESE MARRIAGE.

The hearing of the charge preferred against Oldorio Antony Neeves, a Portuguese signalman employed on Green Island, by Tsing Pong for harbouring a married woman, named Man Li Kwei, contrary to the law of China, was resumed.

Inspector Langley prosecuted and Mr. P. W. Goldring appeared for the defendant.

Discussion took place at the outset as to the meaning of "marriage in China," which his Lordship held to include Hongkong.

Complainant, recalled, gave evidence of his marriage with the woman in question and deposed to receiving bridal presents. Defendant frequently went to his (witness's) mother-in-law's house, where he saw his wife.

Mr. Goldring said it was not disputed that defendant and the woman were living together since June 27th.

Complainant, under cross examination, said the woman's mother and his mother lived opposite. During the time the woman lived with him she cohabited with defendant. She admitted so herself. He denied sending her out to earn money for him or tying her up and beating her. His wife left him on March 4th without any warning but he did not know where she went. He did not know why she ran away. He had friction with her because of defendant, but he only remonstrated with her in a friendly manner. He took steps to find his wife but could not find her. He reported to the Registrar in February that defendant and his wife had been intimate and the Registrar said he would make inquiries.

A week later he went with the woman to see Mr. Brewin. At first she denied misconduct. She ran away on March 4th. Complainant denied that there was another woman living in the house with him at that time. His wife was sixteen years old when he married her.

Mr. Goldring said his line of defence was that there was another woman in the house to whom complainant was married, and that in these circumstances the woman in question could not be his wife.

Complainant denied that this other woman's relatives quarrelled with Man Li Kwei and that that was the cause of the trouble. He reported to the Registrar General that she was in a convent, but though he knew the convent was paying for her keep he did not know where she was from 13th May to 1st September. He dared not go to the convent to inquire, but he suspected defendant was paying for her. At the time his wife left him defendant was employed by the Sanitary Board and he informed the head officer of defendant's relations with his wife. Complainant left the police force at the time of his marriage in 1899. He was dismissed for sleeping on duty.

An Fang Sun, a Chinese clerk in the Registrar's office, testified that the document produced was used in reference to Chinese marriages. The document in question was about ten years old.

Under cross-examination witness said that the document was similar to those exchanged among educated people at marriages in the country. Other documents were used but not of the same size. The document alluded to was such as a constable in Hongkong would use, that was provided he was getting a proper wife. If a wife found another married woman in her husband's household she could throw up the contract.

Mr. Goldring said he had a weird sort of document with all sorts of scribbling on it. This was the correspondence from the woman's father.

The case was adjourned till to day.

BEFORE MR. G. N. O'NEIL (SECOND POLICE MAGISTRATE).

DISOBEDIENT CABIN BOY.

Herman Bohrer, cabin boy on board the sailing ship *Andromeda*, who appeared with a discoloured eye, was charged with disobeying the lawful commands of the master of that vessel. That officer deposed that he used to say "one of those things which you would not do" and that he stopped him as he was going to the deck. Defendant pleaded that he had been in hospital.

His Worship passed sentence of seven days' without hard labour on account of the condition of his feet.

OBSTRUCTING THE MAIL.

Man Tsin, the master of a ballast boat, was charged at the instance of Mr. Moore Mason, pilot, for obstructing the German mail steamer *Wittich* whilst moored at Kowloon Godowns yesterday morning.

Defendant said he tried to clear away but the boat was against him.

Lance-Sergeant. Wilks said he had the tide in his favour.

A fine of \$10 was imposed.

ILL-GOTTEN GAIN.

Yan Shok was charged with stealing \$12.25 and a pair of trousers from natives in Kowloon City on August 30th. It was stated that defendant after stealing the money lost it in gambling on a launch. He was sentenced to six weeks' imprisonment and six hours' stocks.

THROWING ASHES IN THE HARBOUR.

Lance-Sergeant. Wilks summoned the master of the steam launch *Wai* for depositing rubbish and ashes in the harbour.

The officer, in presenting the facts of the case, added that the practice was diminishing. The ashes sunk but the dust remained on the water.

His Worship fined defendant \$10.

Inspector Coyne summoned thirty defendants for failing to limewash their premises in accordance with the Ordinance, and orders were made in each case.

UNSUBSTAINED CHARGES.

An Indian constable was summoned by a chair coolie for assault. Complainant said he was waiting for his master returning from Canton, near the wharf, when defendant asked him to move on and struck him with his fist as he walked away.

Inspector Gourlay said complainant was some time in the station before he spoke of having been assaulted, and then he alleged it was an Indian watchman who had struck him.

There was a cross-examination, the Indian watchman charging the coolie with assault.

His Worship dismissed both summonses.

BOXING ENTERTAINMENT IN HONGKONG.

The large gathering in the City Hall last night testified to the popular interest in the "marly art" and the kindred sport of wrestling. On the programme were set down three boxing contests and one wrestling contest, and as local experts figured, in these the several events created no little enthusiasm.

The preliminary bout, which had taken place between Marit and Coyne for the best of eight rounds for a decision, but it was announced that due to the absence of the former through indisposition Griffiths would face Coyne. Six rounds were fought. In the initial round the exchanges were fairly even, though the longer reach of Griffiths enabled him to get in some telling blows. Next round Coyne opened briskly, but the offensive was afterwards taken by his adversary who, however, was almost immediately knocked over by a swinging delivery. In the third round the men were more cautious, but Coyne was forced into a corner and punished somewhat severely. Some smart parrying was witnessed in the next round, Coyne finishing well. On resuming for the fifth time, each man took the attack in turn, and in the sixth round Coyne was sent reeling once, but quickly recovering made a good finish. At the close the judge said the points were equal and he declared a draw.

The wrestling contest between J. Wittich, the local nature sport, and J. Collins, of the Army and Air Force, for a cup presented by Mr. S. Newman and Mr. Widdell proved very interesting as both men held the Sandoz medal. The style was catch as catch can. Wittich threw his man in about a minute but Collins offered a stout resistance on the floor. At last both his shoulders touched the ground and Wittich was awarded the fall which had been obtained in one and three quarters minutes. The next bout was even shorter, Wittich securing the fall in 20 seconds. His victory was loudly applauded and he was handed the trophy.

The principal event of the evening was the meeting of Sam Newman of Hongkong and C. Roberts of the Royal West Kents, who were to box 15 rounds for a purse and the welter weight championship of China. Roberts some time ago won a foul from Newman and Vancouver. At the onset the men were rather wary, but they began to business. Newman planted a stinging jab on his adversary's chin. In the second round Roberts claimed a foul, but this was disallowed. Newman got home well with his right on his opponent's cheek, catching his face again on the return. Heavy exchanges followed, and Roberts had to suffer through getting knocked into the corner. The fourth round saw the soldier getting inside Newman's guard, but the latter's recovery was quick and he got home with his left, afterwards knocking his man rather severely when the latter came in with the ropes. By this time there was some demonstration of feeling on the part of the audience. Roberts opened round 4 with a stinger on his opponent's ear, and followed up with some smart touches, but Newman, again becoming aggressive, finished up with a telling blow lower down. Newman invariably kept to time at backing and hit out rather effectively after these occasions. Next round Roberts offered his face rather softly to his rival's onslaughts, but in the sixth round there renewed vigour on the part of both. Though the soldier again suffered through his slowness in putting up a guard after the break away. By the seventh round Newman was apparently in the better condition. Roberts made one or two rather wild blows and was again badly handled at the ropes, an experience which left him in the following round, though he retaliated by a jabbing onslaught. The referee was now to interfere to ensure fair play. The ninth round was pretty equal, but in the tenth Roberts received what looked like the knock out blow. However he pluckily resumed, and another round followed. Newman's tactics in the twelfth and thirteenth rounds were to try the upper cut, but after some fruitless attempts he sent his opponent to the ground with a terrific blow. At the call of ground with a terrific blow. The soldier was again on his feet. Again he received the knock out blow. Jack Weddy, champion of Hawaiian Islands, and P. H. Greenhill, Royal Garrison Artillery, were the principals in the thirteenth fight, which was ten rounds for a purse and the middle weight championship of China. By the fourth round Weddy had demonstrated his superiority, and doing a series of stirring blows on his opponent's head, knocked him to the ground. On rising Greenhill was unable to finish, and Weddy was declared the winner.

Mr. A. E. Parker acted as referee.

SOBER JAPANESE OPINIONS.

The *Nichi Nichi* publishes the following declaration on the peace treaty by Baron Shibusawa.

The manner in which the peace negotiations were carried out by the authorities is not absolutely free from condemnation. But it is to be hoped that those who attack the Government for its alleged blunder in connection with the negotiations will refrain from declaring that the nation has been utterly disgraced owing to the peace, as such statement will only affect the dignity of the empire in the eyes of the powers.

The objects for which we declared war against Russia were not to extend our territory or to acquire an indemnity. The real objects have now been attained. But the extraordinary consideration that owing to the extraordinary success of our people has been given to the expectation of the outbreak of hostilities, and it is now doubtful whether the nation should be satisfied with the reported terms of peace. The cessation of only one half of Englishmen is particularly regrettable. One the whole, though, the objects of the war have been attained, the diplomacy of the Government can hardly be said to be a success.

## THE "LONG HING" PHOTO COMPETITION FOR AMATEURS \$220.00 IN PRIZES.

ENTRIES FREE.

CALL OR WRITE FOR PARTICULARS.

LONG, HING &amp; Co.,

17 QUEEN'S ROAD, CENTRAL, HONGKONG.

## THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

## NEW AUTUMN GOODS.

HATS, TRIMMED &amp; UN-TRIMMED OF THE LATEST FASHION, and Made to Order at London Retail Prices.

AMERICAN AND FRENCH SHOES, FROM \$5 PER PAIR.

READY-MADE COSTUMES.

A VERY FINE SELECTION OF CORSETS.

FANCY RUCHINGS, &amp; TRIMMINGS.

TAFETAS &amp; BROCADE SILKS LACES, CASHMERE &amp; SERGES.

DRESSES MADE ON THE SHORTEST NOTICE.

ONLY FIRST CLASS GOODS ARE STOCKED.

OUR PRICES ARE THE LOWEST IN THE COLONY.

M. GAINS, MANAGER.

Hongkong, 11th September, 1905.

Under the present circumstances, however, the people must not be wholly pessimistic. Our national resources have not been depressed.

The money market is in a satisfactory condition and there are signs of foreign capital flowing in. Many new enterprises must necessarily be undertaken. Though the purchasing power at home may decrease, yet orders from abroad for our goods are unmistakably increasing. Thus, if we strive to further cultivate our resources, the speedy redemption of the foreign debts and the further increase of the national wealth are not a difficult task. Korea and Manchuria are also rich in their resources, the cultivation of which must necessarily be carried out by our countrymen. The only thing is that we must not repeat the error into which we fell in conducting the finances after the China war ten years ago, by unnecessarily extending the sphere of Japanese enterprises. *Japan Times*.

## WHY JAPAN MADE PEACE.

THE PRESSURE OF THE POWERS?

Addressing the Committee of the Constitutional Association of September 2nd the Marquis Saionji, Leader of the Constitutional party, said that although no direct official announcement regarding the peace had been made, there could be no doubt an agreement had been arrived at. Continuing, the Marquis said he must first congratulate the country on the restoration of peace, in the interests of civilisation and humanity. In discussing peace terms it was necessary for the people to mind the special character of the negotiations. Both countries agreed to negotiate with peace on an equal footing, in compliance with the advice of President Roosevelt, who saw the necessity of a terrible war being brought to an end. It must be remembered that the negotiations were not those in which one party was vanquished and compelled to sue for peace, as in the case of the Franco-German war, when the Germans were at the gates of Paris. It was also to be borne in mind that it was extremely hazardous for the Japanese to ignore the views of the Powers in the matter. The bulk of the people, perhaps, believed that Russia was reduced to such a desperate plight that she had no alternative but to sue for peace, after continuous defeat both on land and sea. But the views of the Powers were widely different, and they evidently did not think Russia was in such a critical position. The Powers had been eagerly hoping for peace, and the advice of President Roosevelt for peace, and the advice of President Roosevelt for peace, and the advice of President Roosevelt for peace.

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## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and sent by post, and not by hand, to the Editor. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegram Address: P. O. Box 33, Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED A STENOGRAPHER.

WANTED from 1st November next a First-class STENOGRAPHER and TYPIST. Good Salary offered. Apply to P. O. Box No. 393, Hongkong, 20th September, 1905. [2166]

## A SPECIAL SALE.

A SPECIAL SALE will be held at the ITALIAN CONVENT on the 25th, 26th and 27th instants, at 2 P.M., of Ladies' and Children's Underclothing, Dresses and other Embroidered Articles. The prices of every article are marked in plain figures. The Superior hopes to receive and merit a large share of the public patronage, as it has been by the past.

ITALIAN CONVENT,  
25, Canino Road.  
Hongkong, 20th September, 1905. [2167]

THE EASTERN EXTENSION  
AUSTRALASIA AND CHINA  
TELEGRAPH CO., LD.

REFERRING to the notice of 21st June last, senders of telegrams are hereby advised that from the 1st October next, charges for telegrams will continue to be collected at the rate of FORTY-THREE CENTS to equal ONE POUND, such rate being subject to revision after further three months.

A. B. SKOTOWE,  
Superintendent.  
Hongkong, 20th September, 1905. [2168]

THE GREAT NORTHERN TELEGRAPH  
COMPANY, LIMITED.

REFERRING to the Company's NOTICE of 1st June, according to which the rate of collection for Telegram Charges was fixed at Dollars 0.43 equal to P. 1.00 for the quarter ending 30th September, 1905, senders of telegrams are hereby advised that the said rate will remain unaltered subject to revision after three months dating from 1st Oct., 1905.

OLAF NIELSEN,  
Superintendent.  
Hongkong, 20th September, 1905. [2169]

S. JOHN'S AMBULANCE ASSOCIATION.

IT is proposed shortly to hold two courses of LECTURES FOR LADIES, one in First Aid to the Injured, the other in Home Nursing, in connection with the above Association. On passing the examination which will be held at the end of the first course, ladies who already hold the Association's First Aid and Nursing Certificates will be entitled to a Medal. Ladies who wish to enter for these courses should send in their names to the Hon. SECRETARY (Rev. P. T. JOHNSON) at St. JOHN'S CATHEDRAL, before September 28th.

Hongkong, 20th September, 1905. [2170]

YACHTING SEASON JUST BEGINNING.

AN EXCELLENT OPPORTUNITY is here offered to secure a GOOD CRAFT CHEAP. The *Marjorie*, brought out in 1900 by Mr. A. DENNISON, and described in Mr. May's book (page 76) as "a small cruiser fast enough to race—slip rigged and about the size of a two and a half tonner," is for SALE, at the cheap price (all complete) of \$800. She has just been overhauled, scraped and painted; the sails are new; and trunk prove her in fine trim. Pair oars, brass rowlocks, anchor, lantern, &c., included. She won a prize in 1902. Being sold for no fault, owner's reason will be satisfactory to bona-fide enquirer. Sympathetic of three young men could do well with her. Open to inspection (and trial) at An King's. (Payment by instalments if desired.)

Hongkong, 20th September, 1905. [2171]

## TENDERS

TENDERS are invited for the supply to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for one year from 12th October, 1905, viz:—

Teak  
American Fir  
Oak  
Campwood  
Hardwood

Bank, Thickstuff Seant-ling, Plank & Board.

FORM OF TENDERS, and information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of materials during the twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender but this will be returned on the acceptance or rejection of the same.

The Tenders which will be received till noon on 28th inst., should be sealed and addressed to the REAR ADMIRAL, H.M. Naval Yard, Hongkong, 20th September, 1905. [2172]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAIMUN".

Captain A. J. Robson, will be despatched for the above ports on FRIDAY, the 22nd inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPEAUX & CO., General Managers, Hongkong, 19th September, 1905. [2164]

THE

DIRECTORY AND CHRONICLE

FOR 1905

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## INTIMATIONS

## INTERNATIONAL BANKING CORPORATION.

I HAVE THIS DAY Handed over Charge of this Branch to Mr. H. PINCKNEY, CHARLES E. SCOTT, Hongkong, 18th September, 1905. [2154]

## HONGKONG CLUB.

## NOTICE.

THE EIGHTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB, payable on SATURDAY, the 30th September, 1905, will be held at the Hongkong Club House, at 11 o'clock A.M. TO-MORROW THURSDAY, the 21st September, 1905. Bidders of Debentures are invited to attend the Drawing.

By Order, C. H. GRACE, Secretary.

Hongkong, 14th September, 1905. [2114]

## HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the Pavilion on TUESDAY, the 26th instant at 5.30 P.M.

By Order of the Committee, J. E. BINGHAM, Secretary & Treasurer.

Hongkong, 19th September, 1905. [2155]

## WANTED.

SITUATION by YOUNG EUROPEAN, thoroughly competent Bookkeeper, Salesman, and General Office Man with several years experience in Canton and Hongkong. No objection to outport. Moderate salary.

Apply to—E. L. Office, Hongkong, 18th September 1905. [2145]

## WANTED TO EXCHANGE.

HALF-PLATE STAND CAMERA, for Kodak Eastman's preferred. Address—CAMERA, Care of "Daily Press" Office, Hongkong, 14th September, 1905. [2117]

REQUIRED by a FIRST-CLASS MERCANTILE HOUSE in Hongkong an Experienced Man of business to act as COMPTROLLER. Good references and substantial securities required.

Apply in writing to—Messrs. JOHNSON, STOKES & MASTER, 8, Des Vaux Road Central, Hongkong, 14th September, 1905. [2050]

## NOTICE.

THE Underigned invite applications for the post of COMPTROLLER to an old and well established Bank. Applications to be in writing and to state qualifications and age of applicant. The highest references required. No one need apply unless he is an experienced man of business and prepared to give substantial security.

Apply to—JOHNSON, STOKES & MASTER, Hongkong, 21st August, 1905. [1934]

## LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. R., Care of Office of this Paper, Hongkong, 16th August, 1905. [1898]

## WEBLEY &amp; SCOTT

## REVOLVER &amp; ARMS CO., LD.

## AUTOMATIC REVOLVERS,

## SPORTING GUNS, &amp;c.

## G. REISS &amp; CO., LD.

## SOLE AGENTS FOR CHINA &amp; JAPAN

12, SZECHUEN ROAD, SHANGHAI.

Hongkong, 17th January, 1905. [1571]

## QUAN WAH &amp; CO.

## GRANITE AND MARBLE MERCHANTS.

## EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN TAI & CO., Lime Manufacturers.

All descriptions of GRANITE and MARBLE FOR EXPORT.

Dealers in GRANITE and MARBLE MONUMENTS.

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST, Hongkong, 17th January, 1905. [1632]

## NOW READY.

## A TABLE OF THE

## RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS, FROM 1874 TO 1904.

Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers, Hongkong, 11th May, 1905.

## FOR EUROPE &amp; AMERICA,

INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record

NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated

"THE CHINA OVERLAND TRADE REPORT," Subscription, paid in advance, \$12 per annum Postage to any part of the World \$2

## MAP OF THE SIKIANG OR WEST RIVER

From Hongkong to Wuchow, Showing the Ports and Calling Places Opened to Foreign Trade, 1897.

Published at Daily Press Office, Price 25 Cents, Cash.

Hongkong, 1st April, 1897

## PUBLIC COMPANIES

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, on SATURDAY, 23rd September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 21st September, both days inclusive.

DOUGLAS LAPEAUX & CO., General Managers, Hongkong, 11th September, 1905. [2008]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Accounts for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 24th October to the 19th October, both days inclusive. By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 15th September, 1905. [2136]

## THE HONGKONG &amp; KOWLOON WHARF &amp; GODOWN COMPANY, LIMITED.

## NOTICE.

THE SHARE CERTIFICATE No. 4429 for Seven Shares, numbered 39145/39151 in the above Company, standing in the name of Mrs. FRANCES HEATH ELDRIDGE, having been LOST.

NOTICE IS HEREBY GIVEN that a DUPLICATE CERTIFICATE for the said shares will be issued one month hence, and that the Original Certificate unless produced within that period, will therefore be held by the Company to be null and void.

EDWARD OSBORNE, Secretary, Hongkong, 14th September, 1905. [2119]

## INSURANCES

## THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

is a PURELY BRITISH Insurance Company. Head Office: London. Established in London in 1861.

W. H. TRENCHARD DAVIS, Branch Manager & Underwriter, Hongkong, 31st August, 1905. [2032]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904, £17,161,298.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,500,000

PAY-UP CAPITAL, 887,500 0 0

II. FINE FUNDS, 3,001,286 12 9

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 30th June, 1905. [1567]

## L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Underigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Hongkong, 1st January, 1904. [13]

## AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELIE

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 21st April, 1897. [181]

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING.

DAILY PRESS' OFFICE.

The only office in China having European taught workmen Equal to Home work.

## IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry.

Coke Importers. General Storekeepers and Commission Agents, 55 & 57, King Loong Street, (1st Street, West of Central Market).

## PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.

Bromide and Oxyan Enlargements and also colouring Photos and relief Photos.

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"DAILY PRESS" OFFICE.

Proofs read by Englishman.

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BISMARCK & CO., Navy Contractors; Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO., Shipchangers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants, 57 & 59, Connaught Road, New Praya Central.

## AUCTIONS

## PUBLIC AUCTION.

THE Underigned has received instructions from Capt. CRITCHTON to Sell by Public Auction

TO-MORROW (THURSDAY), the 21st September, 1905, at 2.45 P.M. at his Residence No. 6, Madonnell Road, THE WHOLE OF HIS

VALUABLE HOUSEHOLD FURNITURE

(Full particulars from Catalogue). On View from Wednesday, the 20th September.

TERMS—Cash on delivery. GEO. P. LAMBERT, Auctioneer, Hongkong, 16th September, 1905. [2141]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land South of Tai Hang Island Lot 102, at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Locality.	Boundary Measurements.	Contents.	Annual Rent.	Area.
1	Tai Hang Island Lot 102, at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.	100' 10" 57' 67' 90' 90'	8' 4' 39'	1212	4399

FOR SALE, VERY CHEAP.

"STONYHURST" and the THREE HOUSES on Magdalen Terrace, Magazine Gap. Area about 8,000 square feet.

In One Lot or Singly, Portion of Purchase money to remain on Mortgage if required.

Apply to—AHMET RUMJAIN, Hongkong, 13th September, 1905. [2112]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager, Hotel Mansions, 3rd Floor, Hongkong, 8th August, 1905. [1433]

## A. LING &amp; CO., FURNITURE STORE.

PLATED GLASS AND CROCKERY WARE, &c., and FOOCOW LAQUERED WARE, &c.

68, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903. [222]

## BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS, "Braeside," 20, Madonnell Road, (late of "Tang Yuen.") Hongkong, 27th June, 1905. [1535]

## BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD, Hongkong, 20th September, 1905. [2165]

## BOARD AND RESIDENCE.

WITH Private Family suitable for Gentlemen. Good Locality; Central. Tennis; Hongkong.

Apply to—G. L. Office, Hongkong, 16th August, 1905. [1921]

## FIRST-CLASS BOARD &amp; RESIDENCE.

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD, and "TOWER HOUSE," Kennedy Road.

EXCELLENT Table, every home comfort. Well furnished rooms facing the harbour. For terms, apply to—Mrs. G. SACHSE, "St. George's House," Hongkong, 17th March, 1903. [70]

## TO LET

NO. 15, PRAYA GRANDE, MACAO. Beautifully Situated. Six Fine Large Rooms, also Bath Rooms and Fine Verandah. Spacious Gardens attached.

Apply to—A. A. DA ROZA, 20 Connaught Road, Hongkong, 16th September, 1905. [2141]

## TO LET.

NO. 13, CAINE ROAD. Seven-Roomed House, recently thoroughly repaired. Immediate possession and Moderate Rental.

Apply to—HEAD SHROFF, Chartered Bank of India, Australia & China, Hongkong, 15th September, 1905. [2127]

## OFFICES TO LET.

IN ALEXANDRA BUILDINGS.

Apply—SECRETARY'S OFFICE, A. S. Watson & Co., Limited, Hongkong, 10th September, 1905. [2139]

## TO LET

SHOP and FIRST FLOOR in MANSION BUILDING (approaching completion) next door to Messrs. KRAUS & Co.

Apply—MACFARLANE, FRICKEL & CO., Hongkong, 16th August, 1905. [1889]

## TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—HUMPHREYS' ESTATE & FINANCE CO., LD., Hongkong, 30th June, 1905. [1568]

## TO LET.

HOUSES Nos. 47, 49, 49 & 50, ELGIN ROAD, KOWLOON; Residential Plate with Sitting-Room, Bed-Room, Bath-Room, Fireplaces, Gas Fittings, &c.; entirely European style. Rental very moderate. Possession 1st August, 1905. Apply to—CHINA MERCHANTS S. N. CO., 15 & 16, Praya West, Hongkong, Hongkong, 6th July, 1905. [2071]

## HONGKONG CLUB.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary, Hongkong, 1st June, 1905. [1350]

## TO LET.

NO. 1, RIFON TERRACE.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). ROAD EAST. A BUILDING at Connaught Bay, at present in occupation of the Steam Laundry Co., LD.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD., Hongkong, 3rd August, 1905. [181]

## TO LET.

## THE RECENT COLLISION IN THE INLAND SEA.

NAVAL COURT OF INQUIRY, AT KOBÉ.

The Japan Chronicle reports:—A Naval Court of Inquiry convened by Captain R. N. Ommann on board H.B.M.S. *Aurora* on Sept. 18th and 19th to inquire into the circumstances attending the collision in the Inland Sea in August last between the British steamship *Baralong* and the Japanese steamship *Kinjo-maru*. The President of the Court was Captain R. N. Ommann, the other members being Mr. J. B. Rennie, British Vice-Consul, Lieut. J. F. Robins, Captain H. C. Barclay (master of the steamship *Corn Exchange*), and Captain C. E. Cox (master of steamship *Asch*). Mr. H. Bonar, British Consul, was among those present. Mr. C. N. Crose, barrister, appeared on behalf of Captain Jenkins.

Edward Deacon Jenkins, sworn, said he was master of the British steamship *Baralong* having held a master's certificate since May, 1901. This was his first voyage in the *Baralong*. The steamer belonged to the Bucknill Steamship Lines, Ltd., and he had been master of several other of that company's steamers previously. This was the first time that he had had an accident of any description. When he left Kobe on the voyage in question he was bound to London, via Moji and ports. They left Kobe at 5:37 a.m. on August 22nd, everything at that time being in proper order on board. The ship being in charge of a fully licensed Inland Sea Pilot, Gensaburo Katsura. Everything went well until a little after 10 p.m. on the 22nd August. Then they saw a light. He was not on the bridge himself when the light was first sighted, but was just on the point of climbing the bridge ladder. The sighting of the light was not reported to him, at once, but immediately he got to the bridge he saw the light. He made the remark to the pilot: "There's a red light, pilot, on the starboard bow; what is it, a junk?" He replied: "Yes," and immediately a few seconds afterwards they heard a steamer whistle coming from the direction of the red light. It was a short blast. Without delay they put their engines full speed astern, and helm hard a-port, giving three short blasts of the whistle. Shortly afterwards they collided with the steamer. He did not think it was more than three-quarters of a minute from the time they first heard the whistle. There was only one time taken, and that was when they struck. The time taken in the log was three minutes, but that he thought, was incorrect as it was written at a very high speed. It was written when they arrived at Kobe. He had then had no sleep for two days and two nights. At the time that they saw the red light the engines were going at full speed through the water, 11 knots, but he was going against the tide. It would take about three minutes to get the vessel from full speed astern. He only saw a red light—there was no other of any kind and he was positive there was no mast-head light, so that he took it to be a junk or a sailing vessel. The weather was fine; there was a dead calm, there had been a shower about a quarter of an hour previously. There were no heavy squall clouds. As a matter of fact they sighted Himejima light at full range. The height of the *Baralong* bridge was 30 ft. from the water-line. He was on the bridge before the whistle was heard. From the time he got on the bridge to the time that the engines were put full speed astern the course was not altered because if the vessel had been what she ought to have been by the lights she was showing. He considered that this sailing vessel had no way on and that he could clear her. As far as he could tell the vessel was 22 to 23 points on the bow. So far as he could say there was not half-a-mile between them when he first saw the light. He could not say whether the red light was altering its bearing at all; he had no time to judge. According to the captain of the *Kinjo-maru* the *Baralong* struck the vessel about 15 feet from the stern. He did not speak to the captain personally but the conversation was carried on through the pilot. The officer on watch in the *Kinjo-maru* was drowned. He believed the *Kinjo-maru* had no pilot. Immediately after the collision he noticed that the *Kinjo-maru* appeared to be settling by the stern, and he put the *Baralong*'s engines slow ahead to keep her on the *Kinjo-maru* but she went on to clear her. From the moment of the impact he called all hands to the boats, and their first and second lifeboats were over the side within a very few minutes, in fact the first boat was between the *Baralong* and the *Kinjo-maru* before the latter foundered. He turned fires around his ship, the chief engineer connected the mushroom electric lights, he also burned blue lights, all with the object of illuminating the water around. He cruised about the wreck for some time and did not leave it until 3 a.m. He saved four-three lives by the boats. He did not know exactly how many lives were lost, but through the captain of the *Kinjo-maru* he learned that he had 222 persons on board, though accounts differed. He accounted for the few saved by the fact that most of the men were in the "green deck," probably asleep, and the rescued men stated that they had only one ladder by which to gain access to the deck. He firmly believed that that steamer's boats picked up every man that floated. The *Kinjo-maru* was the old British steamer *North Anglia*, a ship 25 years of age, of about 1,700 tons. It was an old tramp steamer and was quite unadapted for carrying passengers. By the way she foundered she could have had no watertight bulkheads between her two after holds. The *Baralong* was steering W. by N. 3 N. magnetic, right on the course. At the time of the collision, when the captain of the *Kinjo-maru* was in the captain's room, through the pilot, related that the chief officer was in charge of the *Kinjo-maru* and that he (the captain) was in the chart-room at the time of the collision. He also stated that he was bound from Moji to Ujina, and he stated that he had troops on board. He thought the master ought to have been steering a parallel course, with his green light open to their green, but being a very poor light it could not be seen. The *Baralong*'s lights were electric, but on the foremast on the night in question the electric light was out of order, so he was using an oil lamp. He also thought the *Kinjo-maru* ported to their green light, as his red light seemed to show up suddenly. The night was a good one for seeing lights.

The master explained by models the angle at which he thought the vessels were when they collided. If the *Kinjo-maru* had been on her proper course from Moji to Ujina it would have been impossible to see her red light. As they rounded Wada Point in the early morning on their way to Moji the steamship *Goldmouth* was about a mile and a half ahead of them, also bound for Moji. They overtook that vessel and passed it at about 5 p.m. The collision occurred about five hours afterwards. The *Goldmouth*, judging by the time it took the *Baralong* to gain the mile or mile and a half, must have been not more than three-quarters of a mile astern of the *Baralong*. When the master of the *Goldmouth* saw the *Baralong*'s mast lights he slowed down, and on getting

almost he (witness) hailed him, told him they had been in collision and that the other vessel had sunk, and requested him to stop, lower his boats, and assist in rescuing those on board. He replied: "I will go and anchor close and will assist you." He did so, and lowered his boats and searched around with the boats of the *Baralong*. He remained by the scene of the wreck until 6 a.m., when he gave up and cruised around looking for wreckage or bodies before proceeding on his way to Moji. The *Baralong* arrived at Kobe at 8 a.m. He (witness) reported the matter to the British Consul, the Marine Bureau, and the Nippon Yusen Kaisha. Witness asked for the holding of a Court of Inquiry. The *Baralong*'s bows were seriously damaged, 18 to 20 plates having to be renewed or strengthened, also several beams were broken. The *Baralong*'s fore peak filled with water and part of the cargo was seriously damaged. Repairs in Kobe to the bows would alone cost about £2,500, the Kawasaki Dock Company doing the repairs. The vessel was still in the dry dock and the repairs would probably take another ten days.

In answer to questions of the Court, witness said he had a man on the lookout after dark, before and at the time of the accident. He did not personally see him, but knew that he was there because he struck the bell in accordance with regulations. The man was at the forecastle head and reported the red light. The whistle that the *Kinjo-maru* blew was a short blast, which would indicate that her course was being altered to starboard. He did not see a stern light. The engines were promptly reversed. The tonnage displacement of the *Baralong* was about 10,000 tons, and her length 370 feet. The propeller was a right-handed one and when going astern her head tended to starboard. If the red light had been stationary the *Baralong* would have left it on the starboard beam by about half a mile. The *Baralong* had six boats and he lowered four. The reason he did not lower the other two was because he could not see how he could have manned the others. All the men available were required to man the three, and as a matter of fact two were quite sufficient. All on board behaved excellently in a prompt and seamanlike manner and he had no complaints whatever to make. No boats were lowered from the *Kinjo-maru* and he could not say whether any attempt was made to do so, he saw two or three of the boats afterwards bottom upwards. The *Goldmouth* did not rescue anybody. The reason he put his engines ahead when he saw the *Kinjo-maru* was foundering was because he wished to prevent the water from rising and so ready ingress, thereby keeping the ship afloat as long as possible. No ropes were thrown from the ship at first, because all hands were at the boats, but subsequently ropes were thrown from the side in case anybody might be swimming and could cling to them. Lifebelts were also thrown out, but nobody was rescued in that way. The boats came back almost immediately after rescuing all the people they saw, disembarked the rescued, and returned to the search.

Captain Jenkins deposed, in answer to questions of the Court, that after the collision he did not think much about the damage done to his ship; but some minutes after the accident when the boats were away, he sat at the carpenter's table forward. All the others were in the boats engaged in the work of rescue. It was not until a couple of hours later that he knew the actual damage sustained. The bow lights, on either side of the bridge, were burning brightly at the time of the collision. He could see the forecastle masthead light and the mainmast light from below the bridge. He did not think the tide would affect the two ships differently; in narrow waters some difference might be noticeable. The number of junks and other sailing craft at anchor passed by a vessel during a day in the Inland Sea could be numbered by the score. The *Baralong* had passed down prior to the collision, and after nightfall they passed numerous sailing craft showing their red or green lights. Locally vessels usually showed a white light when at anchor, but he was afraid they were not very particular in this respect in the Inland Sea. At the instant of colliding he estimated the speed at from three to four knots.

Gensaburo Katsura, Japanese subject, stated on affirmation that he was a licensed Inland Sea Pilot having been thus engaged for six years. He was piloting the *Baralong* at the time of the accident, and never until August 22nd did he know of the collision, had an accident. A little after 10 o'clock he saw a red light ahead 15 points off the starboard bow. It was then reported to him from the look-out. At that time he was on the bridge with the third officer, and the captain was just coming up from below. He did not know the time exactly when the boat was sighted. The captain came up to him and said: "Is that a junk coming against us?" and witness replied: "Yes." At the same moment he took his glass and looked towards the light. Only one red light could be seen; there was no mast-head light. He then heard one short blast of the whistle and immediately ordered hard-a-port and put the helm full speed astern, at the same time blowing three blasts of the whistle. He could not tell the exact time, but thought it was from one minute to one minute and a quarter between the time when he ordered full speed astern and the collision. When they struck he took out his watch and looked at the time. It was 10:22. The weather was dark and calm. He thought the light was that of a sailing ship, and kept on his course. By doing so he considered he could easily clear the vessel, as there was plenty of room. The usual custom in the Inland Sea was for a sailing ship under weigh to show a red light. It was the custom for a junk at anchor to display a green light and a masthead light. After the collision the captain of the *Kinjo-maru* who was rescued, was in Captain Jenkins's room, and he told witness that he was in his chart-room at the time of the accident. He also told him the name of the ship, and that he was proceeding to Ujina from Moji. Witness was not acquainted with the captain of the *Kinjo-maru* previously. If the captain of the *Kinjo-maru* had been on his right course he would have passed on the starboard side and shown the green light. Witness pointed out on the chart the usual course for vessels to take in proceeding to Ujina from Moji. The captain of the *Kinjo-maru* did not tell him anything about his course; but he told him that the chief officer, who was drowned, was in charge of the ship at the time of the accident. If the *Kinjo-maru* had been a sailing ship he would have kept the course, and if she approached nearer he would have starboarded to pass ahead of her, the weather being calm. He had to study the bearings of a ship ahead and watch her movements, before taking action. They passed the *Goldmouth* about fifty-five miles before reaching the spot where the accident occurred. The *Goldmouth* was going a little slower than the *Baralong*. She was a mile or a mile and a half ahead of the *Baralong* when they left Kobe, and in about twelve hours the *Baralong* was ahead, being from a mile to a mile and a half ahead when the collision occurred. Immediately after the accident happened the boats were lowered very quickly. Witness remained on the bridge and blew a long blast on the whistle as a signal to the *Goldmouth*. Witness corroborated the Captain's statements regarding the efforts made to save

life. He did not think anybody who could have been saved was not. The *Kinjo-maru* belonged to Mr. Iguchi of Kanagawa, Nagoya.

In reply to the Court, witness stated that the red light was within half a mile of them when he first saw it. It was a very weak light; if it had been properly burning he would have been able to see it from a further distance. The *Goldmouth* was three-quarters of a mile or a mile astern of the "Baralong" when the collision took place. The tide was setting to the east, half a knot. The engines were moved quickly astern. When the ships collided he did not see anybody on board, but he heard a great deal of shouting from the drowning men. He was about 22 miles from Himejima light when he passed it. After that there was some rain, but the rain never obscured the light, and there was no rain at the time of the collision; it was a dark and clear night.

Re-examined.—The lights were burning brightly. They had passed many steamers, sailing ships, and junks on their way from Kobe. When he saw the *Goldmouth* astern he saw all her lights very plainly. That was just before the accident. He also noticed the *Goldmouth*'s lights just after the occurrence.

Three witnesses were called on the previous day, who deposed as follows:—

A. Coutts, third officer of the *Baralong*, stated that he had heard the captain's evidence and also that of the pilot, all of which he considered accurate. He corroborated the statements previously made. He was on the bridge at the time of the collision. When the red light was seen he thought it was that of a junk or sailing vessel becalmed. The pilot had asked him to take the bearings of Himejima light, and he was at the compass box when he heard the steam whistle, which was the first indication they had that the vessel was not a sailing ship. The man at the helm had reported at 10 o'clock that the lights were all bright. They were all electric lights except that on the foremast, where, the mechanism being a little out of order, a powerful oil light had been substituted. He had no idea how far the red light was away when it was first sighted. It was a weak oil light, such as one would expect small sailing craft to carry. Less than a minute elapsed between sighting the red light and hearing the steam whistle. From the way the ship was swinging it must have been under a minute from the whistle to the impact. After the collision had taken place witness left the bridge and went to clear away the port lifeboat. After she had left the ship's side he then went to the starboard boat, and as soon as she was swung out he went away in charge of her. He picked up several people floating in the water, and was told by one of the men in the boat that the number he had picked up was 28. He returned to the ship with these people and went again round the wreck, but could find no more. He then returned to the ship to see if there was any occasion for the crew to render assistance on deck, and the captain sent him away again to take another pull round. Flare lights, blue lights, and electric lights were put into operation, and everything was done that was possible to save life. He was pretty certain that all who floated were saved, as it was only on the first trip that any of the boats picked up survivors. He thought the *Goldmouth* was about a mile and half astern; he could see her three masts plainly. When she came up she stood by and assisted, and witness passed several of her boats. He was out searching until 3 a.m., and the last boats returned five minutes after that. The *Kinjo-maru* did not lower any boats so far as he knew.

Witness added that he was sure that if they had seen at once that the *Kinjo-maru* was a steamer they could have cleared her. He looked to the *Baralong*'s lights at about ten o'clock and they were all burning brightly. The first two boats pulled four cars, but he could not say what the others pulled, as he had left the ship before they were lowered. The boats were all fitted for four cars.

In reply to the Court, Captain Jenkins said he had nine A.B.'s including the boatswain, and two boys who could man the boats. The carpenter was also available for that purpose, and as a matter of fact two of the engineers were pulling on this occasion.

Subsequently, about quarter of an hour afterwards, the *Goldmouth* came up. Witness was on deck at the time. The lifeboats of the *Baralong* were out until about midnight or early morning searching for survivors. He firmly believed that all who were on top of the water were saved.

In answer to the Court witness stated that the entries in the log, written by himself, were correct, having been copied off the log sheet. At the time that he received the signal to reverse the engines he was standing about eight feet from the reversing gear. He put the reversing gear over himself, and within a few seconds the engines were reversed. The engines were by the Wallsend Slipway firm, having been built in 1901. In his log he had the speed recorded as 12 knots; that was the average speed for the day run. He got his information of the speed of the ship from the deck. His propeller was right-handed.

To Mr. Crose.—The ship's average on the voyage was according to their ship's log, possibly an average of fifteen or sixteen per cent. With the engines at full speed ahead, on reversing them it would take about three minutes to bring the ship to rest.

G. Holgren, a Swede, a seaman on board the *Baralong*, said that between 10 and 10:20 on the night of August 22nd he was at the wheel, and he was on the port bridge outside. In bad weather they put a dodge across up. The screen was up, and just afterwards received orders to put the helm hard a-port. He did so, and the captain lent a hand. After the collision he helped get the lifeboats out and himself was one of the men who manned No. 4 lifeboat.

In answer to questions by the Court, witness stated that the captain, third officer, and pilot were standing near by at the time. He could not hear any conversation between them; he could not remember hearing a red light reported. When he put the helm hard a-port the *Baralong* turned to starboard very fast—four points at least. When the ship first blew her whistle witness saw over the foremast a red light on the starboard bow. He could not tell how the engines were going; he could feel that they were going astern, but could not judge at the moment whether it was full speed astern.

To Mr. Crose.—The dodge screen was not always up; it was put up for protection against wind and rain. It had been raining a little at 10 o'clock that night, when he went to the wheel.

At this point the Court adjourned until Monday.

Prior to the evidence of Captain Jenkins, Mr. Crose expressed, on his behalf and on behalf of the owner of the *Baralong* through him, the deep regret that was felt at the unfortunate occurrence, and they wished their sympathy to go out to those bereaved.

By a clerical error it was stated in the course of our report of the proceedings yesterday that Captain Jenkins had held a master's certificate since "May, 1901." As was evident from the context, this should, of course, have read "May 1891."

Y. Yamashita, a member of the Japanese Bar,

called as an expert on the regulations under the law of Japan for preventing collisions at sea, stated that he found on comparing them with the English regulations that the rules as to lights and sailing vessels were similar, whether the vessels were under way or at anchor. In the first part of the law under which these regulations exist "sea" is defined as not only open sea, but sea surrounded by land where any ships navigate.

In reply to the Court, the pilot, recalled, said the rules and regulations as to lights and sound signals in the Inland Sea were similar to those recognised in the navigation of the high seas. H. D. Turner, first officer of the *Baralong*, stated on oath that he was in his bunk on the night in question when he was awakened by the whistle of the *Kinjo-maru*. He at once got out of his bunk and went on deck, which he reached just as the collision occurred. He went on to the bridge and received orders to launch the lifeboats. He went away in the first boat, arriving on the scene almost immediately after the *Kinjo-maru* went down. They picked up these men hanging on to pieces of timber floating from the *Kinjo-maru*. These were long tarred planks. What they were used for he did not know. After getting the survivors on board the *Baralong*, he again went away in search, but found no more. In corroborating the previous statements, he expressed his confidence that everything was done that was possible to save life. The first he saw of the *Goldmouth* was one of her boats, which was out before witness returned to the ship. The *Baralong*'s boats at that time were returning. He heard no explosion when the *Kinjo-maru* went down. All the boats were lowered that could be manned in case of sudden emergency.

When the Court opened yesterday morning, it was stated that Captain Fisher, who piloted the *Goldmouth* and had promised to attend and give evidence, was too unwell to be present. He hoped to be well enough to give evidence on Monday.

John Hodgson, chief engineer of the *Baralong*, said that on the night of August 22nd, at about 10:21, he received a signal "Full speed astern." Two minutes later he received the signal "Stop" and "Slow ahead," and after that various signals. He was in charge of the engines on watch, and the fourth engineer and the green room were in the engine-room at the time. He did not hear the whistle of the *Kinjo-maru* and was therefore unaware of the reason for the telegraph. Immediately on receiving the message the engines were put astern. The engines and all the parts of the machinery were in perfect order and worked faultlessly. He knew that a collision had happened because he felt a slight shock at the time. When he knew what had happened he went on deck and assisted in getting the electric light and torches lit. The boats had put off before witness got on deck. It was within ten minutes, he thought, of the moment he received the first signal that he was on deck. The *Baralong* stood by the wreck all night.

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